

SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS

1. Public Participation Plan (PPP) does include: a) public ports (San Angelo Regional Airport and Concho Valley Transit Multi-Modal Center); b) private providers of transportation (Concho Valley Transit District and Greyhound intercity bus). (Ref: 23 CFR 450.316(a))

2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

a) The San Angelo Chamber of Commerce is on the MPO Policy Board. The Visitor Center and tourism group is a part of the Chamber of Commerce.

b) The San Angelo MPO is a part of the Office of Emergency Management disaster preparedness group and table top exercises.

3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))

The San Angelo MPO has a Memorandum of Understanding (MOU) with TxDOT and Concho Valley Transit with regard to Performance Measures. Copies of the MOUs can be found in Appendix A of this supplement

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))

a) The San Angelo MPO has GIS mapping capabilities. This helps identify flood areas in the vicinity of future projects. TxDOT along with the City of San Angelo handles the storm-water runoff on the on and off-system roads.

b) The San Angelo MPO will often post tourist events to our social media sites and also build relevant maps for the travel and tourism groups as requested. We reach out to Angelo State University and for events they may be conducting as they are a member of our Technical Advisory Committee. The MPO also works with Concho Valley Transit for public participation and mapping of any route changes to their fixed route service.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))

Greyhound Bus line receives our regular MPO mailings. Greyhound inter-city service coupled with Concho Valley Transit fixed route and rural county service has been a consideration in regional plans and discussions. Greyhound and Concho Valley Transit provide a valuable conduit for moving people and products in this area.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))

The Metropolitan Transportation Plan (MTP) includes a section on existing facilities, growth and development and how the MPO plans to preserve and update the system and streets. The MPO maintains a geo-database of the network and the maintenance and changes performed. This includes seal-coating overlaying arterials, reconstruction and new construction for the network. This database includes work that is within the MPO planning boundary and on the outside of the boundary that has a direct influence on the MPA. In the MTP, the MPO has created goals, objectives and strategies to help maintain the current and future network.

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))

The Safety and Transit Asset Management (TAM) performance targets will be used to evaluate how the systems are performing. The safety targets will be used to help select projects to help reduce accidents and make the network function in a safer manner. The TAMs targets will be used to keep the fleet in better running condition and make that system more reliable. As PM2 and PM3 targets are developed and adopted, they will keep the network in a better and safer overall condition. The PM3 targets will also help the system to move freight more efficiently and help with air quality.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))

Fast Act requires that the MTP include a system evaluation report. As the MPO sets targets, we will have a baseline from which to evaluate the future performance. By indentifying the targets, the MTP can start addressing these individual factors and bring about change to the system. This evaluation report can serve as both documentation and a reference for future evaluation reports.

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))

The projects in the TIP include segments of a heavy freight relief route to keep heavy freight out of a future congestion situation and off unnecessary city streets that were not intended to handle regular visits by overweight laden trucks.

10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

The project selection process has improved by the addition of performance targets. By identifying specific targets to incorporate into the selection process the overall system will better align with the system goals. Having these targets identified at the beginning yields a greater positive impact on the whole process.

Appendix A

**MEMORANDUM OF UNDERSTANDING
AMONG
THE SAN ANGELO METROPOLITAN PLANNING ORGANIZATION ("MPO"),
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TXDOT") AND
THE CONCHO VALLEY TRANSIT DISTRICT PUBLIC TRANSPORTATION OPERATOR
("CVTD")**

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) promulgated regulations 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Agreements made pursuant to 23 CFR 450.314 require that the MPO, the State and the Public Transportation Operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area, and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan, the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this memorandum to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the San Angelo Metropolitan Planning Area and to provide a single agreement between the State of Texas, the San Angelo MPO and Public Transportation Operator(s) in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties.**

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this

planning process in accordance with Federal and State requirements and guidance.

- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (“MTP”) and TIP.
- c. Ensure TxDOT, CVTD and the MPO shall cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in preceding fiscal year.
- d. Ensure that the Unified Planning Work Program (“UPWP”) will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

a. Developing transportation performance data

- i. TxDOT will provide the MPO with the statewide performance data (including the sharing and collection of data for the State asset management plan for the NHS) used in developing statewide targets, and will also provide the MPO with subsets of the statewide data, based on their metropolitan planning area boundaries.
- ii. If the MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.

b. Selection of transportation performance targets

- i. TxDOT will develop draft statewide performance targets in coordination with the MPO. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. The MPO shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted.
- ii. If the MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. The MPO performance targets will be reported to TxDOT.
 - 1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or CVTD establishes performance targets, or the date specified by federal code.
 - A. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of TxDOT or CVTD performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - B. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - C. Documentation of the MPO's target or support of the statewide or CVTD target will be provided in the form of a resolution or meeting minutes.
- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program (STIP) amended or adopted after May 27, 2018.
- iv. The MPO will include information outlined in 23 CFR 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
- v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673 (Upon Enactment)

d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- i. TxDOT will provide the MPO with the statewide performance data used in developing statewide targets, and will also provide MPOs with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data.

e. The collection of data for the State asset management plans for the NHS

- i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with CVTD in developing the financial plan for the MTP.
- b. Work in consultation with CVTD and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with CVTD and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite CVTD to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the San Angelo Metropolitan Planning Area.
- g. Establish necessary transportation performance targets and share information related to the performance data, and work to document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO metropolitan planning area.

5. Responsibilities of the CVTD

CVTD will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the MTP.
- c. Work in consultation with the MPO in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TxDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.
- j. In consultation with CVTD and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

6. **Responsibilities of TxDOT.**

TxDOT will:

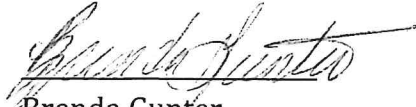
- a. Work in consultation with CVTD and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the MTP.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and CVTD, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and CVTD in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when approved and executed by all the parties. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.
8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this Agreement, then the legal limitations are made a part of this memorandum and shall operate to amend this memorandum to the minimum extent necessary to bring this memorandum into conformity with the requirements of the limitations, and so modified, this memorandum shall continue in full force and effect.
9. **Governing Law and Venue.** This memorandum shall be governed by the laws of the State of Texas. Venue for an action arising under this Agreement shall lie exclusively in San Angelo, Texas.
10. **Severability.** If a provision contained in this memorandum is held invalid for any reason, the invalidity does not affect other provisions of the memorandum and can be given effect without the invalid provision, and to this end the provisions of this memorandum are severable.
11. **Changes and Amendments.** The executed Memorandum of Understanding (MOU) between the MPO, CVTD, and TxDOT is intended to be a living document with potential for amendment(s) as federal and state law may require. As such, the Appendices attached to this MOU will reflect the most current version of how the affected parties

have adopted specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

(SIGNATURE PAGE TO FOLLOW)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.


Brenda Gunter

Mayor, City of San Angelo

Chairperson of the MPO Policy Board

Date: 06/14/18


John Austin Stokes

Executive Director

Concho Valley Council of Governments (CVTD)

Date: 4/26/18


Mark Jones

District Engineer, San Angelo District

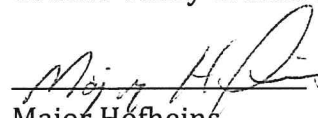
Texas Department of Transportation

Date: 4/24/2018

Approved as to form:

Theresa James
City Attorney
City of San Angelo

Approved as to Content:


Vicente Huerta
General Manager
Concho Valley Transit District
Major Hofheins
Director
Metropolitan Planning Organization

Appendices:

- A. Policy Board Safety Performance Measures Resolution
- B. Highway Safety Improvement Program
- C. FHWA Pavement and Bridge Performance Measures
- D. FHWA System Performance Measures
 - a. NHS
 - b. Freight
 - c. CMAQ
- E. FTA Transit Asset Management
- F. FTA Agency Safety Plan

It is the purpose and intent of this appendices to confirm and expand this agreement as a living document that will grow with additions and amendments in a cooperative processes to include future performance measures and acknowledgement of progress toward accomplishment of those measures.

It is agreed that all three parties will review this document, at the local level for accuracy and timeliness at least once every five years if not sooner for relevancy and to make recommendations to the Policy Board in turn.